

## MANY TRIBUTES PAID TO HILL'S GENIUS

Theodore N. Vail, J. P. Morgan, J. H. Schiff and Others Extol Him.

### BIG LOSS TO COUNTRY

Tributes were paid yesterday by bankers, railroad presidents and industrial leaders to the work and genius of James J. Hill.

Among the most interesting tributes was the appraisal of Mr. Hill's work made by Theodore N. Vail, who, as president and organizer of the American Telephone and Telegraph Company, has been often linked with Mr. Hill as one of the great constructive leaders of the country. Mr. Vail said:

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## JAMES J. HILL, EMPIRE BUILDER OF THE NORTHWEST, IS DEAD; HIS GREAT POWER NOW TRANSFERRED TO HIS SECOND SON, LOUIS

Continued from First Page.

at once to the First National Bank. It was found necessary to place only \$125,000 of this in the bank. In the few weeks the entire amount was returned to Washington.

Mr. Hill had absolute control of the First National Bank and Northern Trust Company, which have a combined capital and surplus of \$5,000,000. He was also a large owner of stock in the Chase National Bank of New York, the First National Bank of Chicago and the Northwestern National Bank in Minneapolis. He was also president of the great Northern Pacific Steamship Company.

The greater portion of Mr. Hill's wealth, however, lies in the stock and bonds of the great Northern, Northern Pacific and Burlington railroads. The executors of Mr. Hill's estate will probably be Louis W. Hill, his son, and the Northwestern Trust Company.

**Louis to Get the Power.**

The main power held by Mr. Hill will pass to his second son, Louis, who was closely associated with his father in business for ten years. James N. Hill, the oldest son, is a director of the Texas Oil Company. Walter, the youngest son, has big farm holdings in Kittson County, Minn., where he spends most of his time.

It is believed that Mr. Hill's estate will be held intact through the Northwestern Trust Company.

Absolute control of the First National Bank of St. Paul passed from J. J. Hill to his second son, Louis, two weeks ago. Mr. Hill planned a great future for the First National and his policy will be carried out by his son. In handing over the control of the bank, Mr. Hill's estate was more responsible for its rapid growth and development than any other person, including himself, and that he was content to leave the bank to his son.

The First National Bank has a combined capital and surplus of \$5,000,000 and more than \$4,000,000 in deposits. It is the second largest bank in the city of the Mississippi River.

The family home on Summit Avenue is one of the show places of St. Paul. It is built on a bluff which overlooks the city. The home with all of its art treasures will probably remain the property of the widow.

**J. J. HILL'S CAREER AS RAILROAD BUILDER**

**His Great Battle With Harriman Interests Is Sketched.**

In his later years James J. Hill was so well known as a philosopher and economist and as the high priest of the "great game" of the railroads that he was in demand in all circles of the country. He was a man of many parts, a man of many faces, and a man of many names.

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of employment in various capacities. Mr. Hill was agent for a line of river boats and then became associated with Norman W. Kittson, who was engaged in the lumber trade at the head of navigation on the Red River, and with Donald Smith, agent of the Hudson's Bay Company at Winnipeg, who became Lord Strathcona.

In the early '70s these scrawled over Minnesota a small railroad under the pretentious name of the St. Paul and Northern Pacific. The line was built from St. Paul to the Red River. It had been built with Dutch capital and had done fairly well, but in the years following with 1874 Minnesota was stricken with a plague of grasshoppers which stripped the wheat fields, sent the farmers scurrying away and drove the railroad into the hands of receivers.

Mr. Hill didn't believe the grasshoppers would stay forever and looked on the St. Paul and Northern Pacific as a business opportunity. He talked it over with his son, Louis, and saw the opportunity as he did and Donald Smith had a friend with money and influence in George Stephen, Lord Strathcona, who was then manager of the Bank of Montreal, with which the Hudson's Bay Company did business. An accident of business took Mr. Hill to St. Paul. Mr. Hill was a man of many parts, a man of many faces, and a man of many names.

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with Mr. Morgan. The men who were soon to become close associates had their first long interview in St. Paul, where Mr. Morgan had come to attend an Episcopal convention.

Before they parted each had come to appreciate the desirability of cooperating to end destructive competition in the Northwest. On the reorganization of the Northern Pacific, Mr. Hill and his associates were grouped with the Morgan party in control and the Morgan party became for the first time interested in Great Northern.

Not long after the Northern Pacific transaction was settled there was new and serious trouble, trouble that brought on the most bitter and costly fight in the history of American railroading. In 1898, the same year in which Mr. Hill completed the Great Northern through to Seattle, E. H. Harriman, then a Chicago broker, known in the Northwest as the "boss of the railroads," came to St. Paul and secured the Illinois Central under Stuyvesant Fish, persuaded the banking house of Kuhn, Loeb & Co. to cooperate with him in the purchase of the Illinois Central, and forced a sale of the Illinois Central to the Great Northern and Northern Pacific.

The development of the bankrupt road under the Harriman management was even more rapid and more successful than the development of the Great Northern system. It too traversed a rapidly growing country, and it too, though few knew it, then, was under the control of a master in the art of the strong arm.

In 1900, only two years after Mr. Harriman had assumed control, the strength of Union Pacific had increased to such an extent that it was able to buy the Great Northern and Northern Pacific. The Morgan party was prompted further to protect their interests in the Northwest. They wanted one of the great roads of the Northwest to be a Great Northern and Northern Pacific.

Mr. Morgan thought the St. Paul was a good place for his headquarters. He had a friend with money and influence in George Stephen, Lord Strathcona, who was then manager of the Bank of Montreal, with which the Hudson's Bay Company did business. An accident of business took Mr. Hill to St. Paul. Mr. Hill was a man of many parts, a man of many faces, and a man of many names.

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